



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 30, 2014

SUBJECT: FAI Route 90/94/290 (I-90/94/290)  
Project ACNHPP-000S(990)  
Section 2013-010R  
Cook County  
Contract No. 60W28  
Item No. 1, July 11, 2014 Letting  
Addendum C

## NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Replaced the Schedule of Prices
2. Revised page vi of the Table of Contents to the Special Provisions
3. Revised pages 3, 4, 12-21, 26-29, 125, 175-187, and 282-284 of the Special Provisions
4. Added page 470 to the Special Provisions
5. Revised sheets 9, 15, 18, 21A, 252, 253, 298, 306, 521, 523, 526, 546, 547, 549, 556, 557, 569, 571, 573, and 732-744 of the Plans

Prime contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bidding proposal.

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Very truly yours,

John D. Baranzelli, P.E.  
Acting Engineer of Design and Environment

A handwritten signature in black ink, appearing to read "Ted B. Walschleger" with a small "P.E." to the right.

By: Ted B. Walschleger, P. E.  
Engineer of Project Management

cc: John Fortmann, Region 1, District 1; Tim Kell; D. Carl Puzey; Estimates

MS/kf

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER -

60W28

State Job # - C-91-230-13

County Name - COOK - -

Code - 31 - -

District - 1 - -

Section Number - 2013-010R

Project Number  
ACNHPP-000S/990/

Route  
FAI 90/94  
FAI 290

\*REVISED: JUNE 10, 2014  
 \*\*REVISED: JUNE 11, 2014  
 \*\*\*REVISED: JUNE 30, 2014

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0301423	NOISE AB WALL GRD MT	SQ FT	6,802.000				
X0322433	LT TOWER SERVICE PAD	EACH	2.000				
X0322441	DIG LOOP DET SEN U 4C	EACH	2.000				
X0322442	TONE EQ 3 FRE REC PRG	EACH	7.000				
X0322443	TONE EQ 3 FREQ TR PRG	EACH	7.000				
X0322444	TONE EQ POWER SUPPLY	EACH	1.000				
X0322445	TONE EQ MOUNT FRAME	EACH	1.000				
X0324013	NOISE AB WALL STR MT	SQ FT	1,456.000				
X0324181	DISCON SN LTG/RM WIRE	EACH	2.000				
*REV X0324345	COMB SEW REM 24	FOOT	140.000				
X0324455	DRILL/SET SOLD P SOIL	CU FT	25,533.000				
X0325003	REM EX VALVE & VAULT	EACH	3.000				
X0325087	VIDEO TAPING MN DRAIN	FOOT	7,320.000				
X0325095	MAIN DRAIN CLEANING	FOOT	2,740.000				
X0325207	TV INSPECT OF SEWER	FOOT	1,180.000				

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***REV X0325318	LT WT CELL CONC FILL	CU YD	18,552.000				
X0325349	TEMP CON BAR (PERM)	FOOT	962.500				
X0325815	REMOVE EXISTING CABLE	FOOT	160.000				
X0326148	TEMP WP 60 CL4 15 MA	EACH	5.000				
X0326935	CROSSHOLE SONIC LOG	EACH	13.000				
X0327117	ATMS SYS INTEGRATION	L SUM	1.000				
X0327124	PRECAST CONC RISER	EACH	2.000				
X0327139	AGG COLUMN GRND IMPRV	L SUM	1.000				
X0327357	CONSTRN VBRN MONITRNG	L SUM	1.000				
X0327374	REM TEMP SOIL RET SYS	SQ FT	555.000				
*REV X0327614	COMB SEW REM 12	FOOT	36.000				
X0327615	COMB SEW REM 8	FOOT	36.000				
X0327616	MAINT ITS DURG CONSTR	CAL MO	22.000				
X0327682	CDWM ENG SERVICES	L SUM	1.000		63,000.000		63,000.000
X0327750	FOUNDATION REM	CU YD	108.000				

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X0327751	LIGHT PROT IND LOOP D	EACH	7.000				
X0327752	CONDUIT RISER GAL STL	EACH	1.000				
X0327753	REM REINS CAMERA POLE	EACH	1.000				
X0327754	TEMPORARY BULKHEAD	EACH	2.000				
X0327755	CAB HSG EQ ESP 3 CFM	EACH	1.000				
X0327756	SS CABL PLANT SUP SYS	L SUM	1.000				
X0327757	FDN CONSTR EX OBSTRNS	EACH	2.000				
X0327758	REL EX CONDUIT CABLES	FOOT	80.000				
*REV X0327759	DRILL SHAFT TEST HOLE	EACH	3.000				
*REV X0327764	COMM HUT ELECT WORK	L SUM	1.000				
*REV X0370070	COMB SEW WMR 8 CDOT	FOOT	62.000				
*ADD X0370071	COMB SEW WMR 12 CDOT	FOOT	40.000				
*REV X0370072	COMB SEW WMR 24 CDOT	FOOT	75.000				
X0370080	COMB C&G B V.12(CDOT)	FOOT	207.000				
*DEL X0370164	MAN TA 4D T1F CL CHGO	EACH	2.000				

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X2020410	EARTH EXCAVATION SPL	CU YD	76.000				
X2020502	BRACED EXCAVATION	CU YD	1,939.000				
*REV X4060110	BIT MATLS PR CT	POUND	8,310.000				
*REV X4402020	CONC MEDIAN SURF REM	SQ FT	2,257.000				
X5012502	CONC REM SPEC	CU YD	15.000				
X5030260	BR DECK GROOVING SPL	SQ YD	9,304.000				
X5210110	HLMR BRG GUID EXP 200	EACH	18.000				
X5210120	HLMR BRG GUID EXP 250	EACH	21.000				
X5210130	HLMR BRG GUID EXP 300	EACH	12.000				
X5210150	HLMR BRG GUID EXP 400	EACH	6.000				
X5210340	HLMR BRNG FIXED 500K	EACH	6.000				
X5210350	HLMR BRNG FIXED 600K	EACH	6.000				
X5210355	HLMR BRNG FIXED 650K	EACH	8.000				
X5210375	HLMR BRNG FIXED 850K	EACH	6.000				
*REV X550A562	TEMP SS CL A 2 12	FOOT	93.000				

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X5521578	STORM SEW JKD 78 SPL	FOOT	635.000				
X5537700	SS CLEANED 10	FOOT	107.000				
X5537800	SS CLEANED 12	FOOT	213.000				
X5538000	SS CLEANED 18	FOOT	74.000				
X5538100	SS CLEANED 21	FOOT	192.000				
X5538200	SS CLEANED 24	FOOT	436.000				
*ADD X5538400	SS CLEANED 30	FOOT	31.000				
X5610690	WATER MAIN REHAB	FOOT	290.000				
X5610712	WATER MAIN REMOV 12	FOOT	52.000				
*REV X5610716	WATER MAIN REMOV 16	FOOT	199.000				
*ADD X6020270	MAN TB 4D T1F CL CHGO	EACH	1.000				
X6022505	CB TA 4D T1FOL (CHGO)	EACH	3.000				
X6030310	FR & LIDS ADJUST SPL	EACH	1.000				
*ADD X6061305	CONC MEDIAN SURF SPL	SQ FT	8,081.000				
*ADD X6370015	CONC BARRIER SP 32	FOOT	50.000				

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*REV X6370050	CONC BAR WALL SPL	FOOT	166.000				
*ADD X6370159	CONC BAR 1F 32HT SPL	FOOT	15.000				
X6430120	REM IMP ATTEN NO SALV	EACH	1.000				
X6640050	CH LK FENCE 42 ATS SP	FOOT	1,601.000				
X6700410	ENGR FLD OFF A SPL	CAL MO	22.000				
X7010216	TRAF CONT & PROT SPL	L SUM	1.000				
X7010410	SPEED DISPLAY TRAILER	CAL MO	88.000				
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
X7013820	TR CONT SURVEIL EXPWY	CAL DA	675.000				
*REV X7035100	TEMP EPOXY PVT MK L&S	SQ FT	282.000				
*REV X7035104	TEMP EPOXY PVT MK L4	FOOT	92,598.000				
*REV X7035105	TEMP EPOXY PVT MK L5	FOOT	12,813.000				
*REV X7035108	TEMP EPOXY PVT MK L8	FOOT	31,219.000				
*REV X7035112	TEMP EPOXY PVT MK L12	FOOT	3,651.000				
X7200053	REM STOR RE-E SP SPL	EACH	1.000				

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*REV X7280105	TELES STL SIN SUP SPL	FOOT	16.000				
X8102845	UNDRGRD C PVC 4 S80	FOOT	100.000				
X8420502	REM LT TOWER NO SALV	EACH	3.000				
X8420510	REM TOWER FDN	EACH	3.000				
*REV X8730312	EC C LEAD 18 4C TW SH	FOOT	1,394.000				
*REV X8850109	PREF INDUCTION LOOP	FOOT	787.000				
*REV X8950215	RELOC EXIST HANDHOLE	EACH	1.000				
Z0004552	APPROACH SLAB REM	SQ YD	262.000				
Z0007118	UNTREATED TIMBER LAG	SQ FT	1,000.000				
*REV Z0010614	CLEAN EX MAN/HAND	EACH	3.000				
Z0012754	STR REP CON DP = < 5	SQ FT	25.000				
Z0012755	STR REP CON DP OVER 5	SQ FT	11.000				
Z0013797	STAB CONSTR ENTRANCE	SQ YD	400.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0018002	DRAINAGE SCUPPR DS-11	EACH	20.000				



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Z0018800	DRAINAGE SYSTEM	L SUM	1.000				
*ADD Z0019600	DUST CONTROL WATERING	UNIT	50.000				
Z0022800	FENCE REMOVAL	FOOT	2,181.000				
Z0026404	FUR SOLDIER PILES WS	FOOT	2,016.000				
*REV Z0030850	TEMP INFO SIGNING	SQ FT	1,597.000				
Z0033020	LUM SFTY CABLE ASMBLY	EACH	5.000				
Z0033028	MAINTAIN LIGHTING SYS	CAL MO	22.000				
Z0034212	MECH ST EARTH R WL SP	SQ FT	18,969.000				
Z0034806	MODULAR EXP JT-SW 6	FOOT	224.000				
*ADD Z0037300	PAVT GROOVING	SQ YD	5,363.000				
Z0046304	P UNDR FOR STRUCT 4	FOOT	157.000				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
Z0056648	SS 1 WAT MN 12	FOOT	95.000				
*REV Z0062456	TEMP PAVEMENT	SQ YD	6,609.000				
Z0065000	SET PILES IN ROCK	EACH	31.000				

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Z0068200	STEEL CASINGS 30	FOOT	76.000				
Z0073002	TEMP SOIL RETEN SYSTM	SQ FT	1,662.000				
Z0076600	TRAINEES	HOUR	2,000.000		0.800		1,600.000
Z0076604	TRAINEES TPG	HOUR	2,000.000		15.000		30,000.000
20100110	TREE REMOV 6-15	UNIT	203.000				
20100210	TREE REMOV OVER 15	UNIT	37.000				
20100500	TREE REMOV ACRES	ACRE	0.750				
20101700	SUPPLE WATERING	UNIT	6.300				
*REV 20200100	EARTH EXCAVATION	CU YD	8,235.000				
*REV 20201200	REM & DISP UNS MATL	CU YD	2,750.000				
**REV 20400800	FURNISHED EXCAVATION	CU YD	7,575.000				
*REV 20700220	POROUS GRAN EMBANK	CU YD	755.000				
*REV 20800150	TRENCH BACKFILL	CU YD	2,600.000				
*REV 21001000	GEOTECH FAB F/GR STAB	SQ YD	15,457.000				
21101615	TOPSOIL F & P 4	SQ YD	23,706.000				

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21301072	EXPLOR TRENCH 72	FOOT	100.000				
25000210	SEEDING CL 2A	ACRE	5.000				
25000400	NITROGEN FERT NUTR	POUND	1,039.000				
25000600	POTASSIUM FERT NUTR	POUND	1,039.000				
25100115	MULCH METHOD 2	ACRE	5.000				
25100135	MULCH METHOD 4	ACRE	6.250				
25100630	EROSION CONTR BLANKET	SQ YD	23,083.000				
25200110	SODDING SALT TOLERANT	SQ YD	623.000				
28000250	TEMP EROS CONTR SEED	POUND	996.000				
28000400	PERIMETER EROS BAR	FOOT	10,218.000				
28000510	INLET FILTERS	EACH	125.000				
*REV 30300112	AGG SUBGRADE IMPR 12	SQ YD	15,457.000				
30300124	AGG SUBGRADE IMPR 24	SQ YD	3,565.000				
*REV 31101200	SUB GRAN MAT B 4	SQ YD	4,220.000				
31101400	SUB GRAN MAT B 6	SQ YD	412.000				

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*REV 31102100	SUB GRAN MAT C 4	SQ YD	1,748.000				
*REV 31200500	STAB SUBBASE HMA 4	SQ YD	5,682.000				
35300400	PCC BSE CSE 9	SQ YD	412.000				
40201000	AGGREGATE-TEMP ACCESS	TON	250.000				
40603085	HMA BC IL-19.0 N70	TON	234.000				
*REV 40603340	HMA SC "D" N70	TON	41.000				
*REV 40603595	P HMA SC "F" N90	TON	198.000				
*DEL 42000504	<del>PCC PVT 10 JOINTED</del>	<del>SQ YD</del>	<del>755.000</del>				
*REV 42000511	PCC PVT 10 1/2 JOINTD	SQ YD	4,895.000				
42001200	PAVEMENT FABRIC	SQ YD	412.000				
*REV 42001300	PROTECTIVE COAT	SQ YD	13,541.000				
42001420	BR APPR PVT CON (PCC)	SQ YD	425.000				
*REV 42300400	PCC DRIVEWAY PAVT 8	SQ YD	39.000				
*ADD 42400200	PC CONC SIDEWALK 5	SQ FT	502.000				
*REV 44000100	PAVEMENT REM	SQ YD	16,781.000				

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*ADD 44000156	HMA SURF REM 1 3/4	SQ YD	1,918.000				
*DEL 44000157	HMA SURF REM 2	SQ YD	<del>1,743.000</del>				
*ADD 44000200	DRIVE PAVEMENT REM	SQ YD	32.000				
*ADD 44000400	GUTTER REM	FOOT	165.000				
*REV 44000500	COMB CURB GUTTER REM	FOOT	1,034.000				
*ADD 44000600	SIDEWALK REM	SQ FT	487.000				
*REV 44001980	CONC BARRIER REMOV	FOOT	8,421.000				
*REV 44004250	PAVED SHLD REMOVAL	SQ YD	5,075.000				
*ADD 44200612	CL A PATCH T3 13	SQ YD	542.000				
*REV 44200614	CL A PATCH T4 13	SQ YD	660.000				
*REV 44201377	CL C PATCH T2 12	SQ YD	515.000				
*REV 44201796	CL D PATCH T4 12	SQ YD	714.000				
*ADD 44201821	CL D PATCH T4 14	SQ YD	605.000				
*REV 44213000	PATCH REINFORCEMENT	SQ YD	702.000				
*REV 44213200	SAW CUTS	FOOT	812.000				

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*REV 44213204	TIE BARS 3/4	EACH	172.000				
*DEL 48300500	<del>PCC SHOULDERS 10</del>	<del>SQ YD</del>	<del>1,400.000</del>				
*REV 48300510	PCC SHOULDERS 10 1/2	SQ YD	1,615.000				
50100300	REM EXIST STRUCT N1	EACH	1.000				
50100400	REM EXIST STRUCT N2	EACH	1.000				
50100500	REM EXIST STRUCT N3	EACH	1.000				
50102400	CONC REM	CU YD	54.000				
50157300	PROTECTIVE SHIELD	SQ YD	2,654.000				
***REV 50200100	STRUCTURE EXCAVATION	CU YD	3,870.000				
50300225	CONC STRUCT	CU YD	2,857.000				
50300254	RUBBED FINISH	SQ FT	14,936.000				
50300255	CONC SUP-STR	CU YD	4,025.100				
50300285	FORM LINER TEX SURF	SQ FT	8,844.000				
50300300	PROTECTIVE COAT	SQ YD	13,701.000				
50500105	F & E STRUCT STEEL	L SUM	1.000				

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50500505	STUD SHEAR CONNECTORS	EACH	38,821.000				
50800105	REINFORCEMENT BARS	POUND	707,240.000				
50800205	REINF BARS, EPOXY CTD	POUND	1,809,745.000				
50800515	BAR SPLICERS	EACH	78.000				
50800530	MECHANICAL SPLICERS	EACH	724.000				
51100100	SLOPE WALL 4	SQ YD	48.000				
51201710	FUR STL PILE HP12X84	FOOT	2,967.000				
51500100	NAME PLATES	EACH	5.000				
51602000	PERMANENT CASING	FOOT	178.000				
51603000	DRILLED SHAFT IN SOIL	CU YD	2,708.000				
51604000	DRILLED SHAFT IN ROCK	CU YD	74.000				
52000110	PREF JT STRIP SEAL	FOOT	76.000				
52100010	ELAST BEARING ASSY T1	EACH	18.000				
52100020	ELAST BEARING ASSY T2	EACH	6.000				
52100510	ANCHOR BOLTS 3/4	EACH	72.000				

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 \*\*\*REVISED: JUNE 30, 2014

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
52100520	ANCHOR BOLTS 1	EACH	192.000				
52100530	ANCHOR BOLTS 1 1/4	EACH	168.000				
52100540	ANCHOR BOLTS 1 1/2	EACH	24.000				
*REV 550A0050	STORM SEW CL A 1 12	FOOT	292.000				
550A0070	STORM SEW CL A 1 15	FOOT	46.000				
*REV 550A0340	STORM SEW CL A 2 12	FOOT	2,590.000				
*REV 550A0360	STORM SEW CL A 2 15	FOOT	34.000				
550A0380	STORM SEW CL A 2 18	FOOT	183.000				
550A0640	STORM SEW CL A 3 12	FOOT	124.000				
550A0660	STORM SEW CL A 3 15	FOOT	248.000				
550A0680	STORM SEW CL A 3 18	FOOT	87.000				
550A0940	STORM SEW CL A 4 12	FOOT	78.000				
550A1400	STORM SEW CL A 5 78	FOOT	231.000				
55100400	STORM SEWER REM 10	FOOT	89.000				
*REV 55100500	STORM SEWER REM 12	FOOT	819.000				



ILLINOIS DEPARTMENT OF TRANSPORTATION  
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 CONTRACT  
 NUMBER -

60W28

State Job # - C-91-230-13

County Name - COOK - -

Code - 31 - -

District - 1 - -

Section Number - 2013-010R

Project Number  
ACNHPP-000S/990/

Route  
FAI 90/94  
FAI 290

\*REVISED: JUNE 10, 2014  
 \*\*REVISED: JUNE 11, 2014  
 \*\*\*REVISED: JUNE 30, 2014

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
55100900	STORM SEWER REM 18	FOOT	327.000				
55101100	STORM SEWER REM 21	FOOT	12.000				
55101200	STORM SEWER REM 24	FOOT	31.000				
55101400	STORM SEWER REM 30	FOOT	272.000				
56103900	D I WATER MAIN MJ 8	FOOT	11.000				
*REV 56104200	D I WATER MAIN MJ 16	FOOT	223.000				
56105000	WATER VALVES 8	EACH	1.000				
56105310	WAT MAIN CTRL VALV 16	EACH	2.000				
56400600	FIRE HYDRANTS	EACH	1.000				
58700300	CONCRETE SEALER	SQ FT	36,816.000				
59000200	EPOXY CRACK INJECTION	FOOT	92.000				
59100100	GEOCOMPOSITE WALL DR	SQ YD	73.000				
*REV 60107700	PIPE UNDERDRAINS 6	FOOT	626.000				
60108200	PIPE UNDERDRAIN 6 SP	FOOT	90.000				
60200105	CB TA 4 DIA T1F OL	EACH	4.000				

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 \*\*\*REVISED: JUNE 30, 2014

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
*REV 60200205	CB TA 4 DIA T1F CL	EACH	13.000				
*REV 60200805	CB TA 4 DIA T8G	EACH	9.000				
60201310	CB TA 4 DIA T20F&G	EACH	27.000				
60207605	CB TC T8G	EACH	4.000				
60218400	MAN TA 4 DIA T1F CL	EACH	19.000				
60221100	MAN TA 5 DIA T1F CL	EACH	2.000				
60223800	MAN TA 6 DIA T1F CL	EACH	1.000				
60224469	MAN TA 9 DIA T1F CL	EACH	2.000				
*ADD 60234200	INLETS TA T1F OL	EACH	1.000				
60237420	INLETS TA T20F&G	EACH	1.000				
60250200	CB ADJUST	EACH	10.000				
60252800	CB RECONST	EACH	2.000				
*REV 60255500	MAN ADJUST	EACH	6.000				
*REV 60257900	MAN RECONST	EACH	2.000				
60500040	REMOV MANHOLES	EACH	11.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
*REV 60500050	REMOV CATCH BAS	EACH	28.000				
60500060	REMOV INLETS	EACH	11.000				
*ADD 60600605	CONC CURB TB	FOOT	7.000				
*ADD 60602800	CONC GUTTER TB	FOOT	179.000				
60605000	COMB CC&G TB6.24	FOOT	118.000				
*DEL 60618300	<del>CONC MEDIAN SURF 4</del>	<del>SQ FT</del>	<del>8,186.000</del>				
63000001	SPBGR TY A 6FT POSTS	FOOT	50.000				
63200310	GUARDRAIL REMOV	FOOT	51.000				
*REV 63700175	CONC BAR 1F 42HT	FOOT	3,660.000				
*REV 63700275	CONC BAR 2F 42HT	FOOT	45.000				
*REV 63700805	CONC BAR TRANS	FOOT	271.000				
*REV 63700900	CONC BARRIER BASE	FOOT	4,207.000				
*REV 64200116	SHOULDER RUM STRIP 16	FOOT	2,367.000				
*DEL 64300240	<del>IMP ATTEN FRD NAR TL2</del>	<del>EACH</del>	<del>2.000</del>				
64300260	IMP ATTEN FRD NAR TL3	EACH	2.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
*REV 66400305	CH LK FENCE 6	FOOT	520.000				
66402900	CH LK GATE 6X6 SINGL	EACH	1.000				
*REV 66407600	CH LK GATES 6X12 DBL	EACH	3.000				
**REV 66900200	NON SPL WASTE DISPOSL	CU YD	8,535.000				
*ADD 66900450	SPL WASTE PLNS/REPORT	L SUM	1.000				
*ADD 66900530	SOIL DISPOSAL ANALY	EACH	5.000				
67100100	MOBILIZATION	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	675.000				
*ADD 70106800	CHANGEABLE MESSAGE SN	CAL MO	100.000				
*REV 70300100	SHORT TERM PAVT MKING	FOOT	118,448.000				
*ADD 70300240	TEMP PVT MK LINE 6	FOOT	963.000				
70300560	PAVT MARK TAPE T3 12	FOOT	469.000				
*REV 70301000	WORK ZONE PAVT MK REM	SQ FT	89,230.000				
*REV 70400100	TEMP CONC BARRIER	FOOT	8,626.000				
*REV 70400200	REL TEMP CONC BARRIER	FOOT	9,323.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
*REV 70600260	IMP ATTN TEMP FRN TL3	EACH	18.000				
***ADD 70600290	IMP ATTN TEMP SUW TL3	EACH	2.000				
*REV 70600332	IMP ATTN REL FRN TL3	EACH	28.000				
***ADD 70600360	IMP ATTN REL S U TL3	EACH	4.000				
*REV 72000200	SIGN PANEL T2	SQ FT	56.000				
*REV 72000300	SIGN PANEL T3	SQ FT	384.500				
*REV 72100100	SIGN PANEL OVERLAY	SQ FT	261.000				
72400100	REMOV SIN PAN ASSY TA	EACH	1.000				
72400200	REMOV SIN PAN ASSY TB	EACH	3.000				
72400730	RELOC SIGN PANEL T3	SQ FT	330.000				
73000100	WOOD SIN SUPPORT	FOOT	58.000				
73300100	OVHD SIN STR-SPAN T1A	FOOT	57.000				
73304000	OVHD SIN STR BR MT	FOOT	17.000				
73600100	REMOV OH SIN STR-SPAN	EACH	1.000				
78000200	THPL PVT MK LINE 4	FOOT	1,541.000				

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78000500	THPL PVT MK LINE 8	FOOT	719.000				
78000600	THPL PVT MK LINE 12	FOOT	554.000				
78005100	EPOXY PVT MK LTR-SYM	SQ FT	39.000				
78005110	EPOXY PVT MK LINE 4	FOOT	39,127.000				
78005120	EPOXY PVT MK LINE 5	FOOT	6,166.000				
78005130	EPOXY PVT MK LINE 6	FOOT	253.000				
78005140	EPOXY PVT MK LINE 8	FOOT	8,867.000				
78005150	EPOXY PVT MK LINE 12	FOOT	2,485.000				
78008200	POLYUREA PM T1 LTR-SY	SQ FT	25.000				
78008210	POLYUREA PM T1 LN 4	FOOT	4,604.000				
78008220	POLYUREA PM T1 LN 5	FOOT	2,180.000				
78008240	POLYUREA PM T1 LN 8	FOOT	6,565.000				
78008250	POLYUREA PM T1 LN 12	FOOT	320.000				
78100100	RAISED REFL PAVT MKR	EACH	530.000				
78100105	RAISED REF PVT MKR BR	EACH	227.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
*REV 78200530	BAR WALL MKR TYPE C	EACH	335.000				
*REV 78300100	PAVT MARKING REMOVAL	SQ FT	54,716.000				
78300200	RAISED REF PVT MK REM	EACH	1,089.000				
*REV 81028350	UNDRGRD C PVC 2	FOOT	736.000				
*REV 81100605	CON AT ST 2 PVC GALVS	FOOT	1,020.000				
81100805	CON AT ST 3 PVC GALVS	FOOT	20.000				
*REV 81200230	CON EMB STR 2 PVC	FOOT	10,644.000				
*ADD 81300320	JUN BX SS AS 8X8X6	EACH	4.000				
81300410	JUN BX SS AS 10X8X4	EACH	4.000				
81300530	JUN BX SS AS 12X10X6	EACH	1.000				
***REV 81300830	JUN BX SS AS 18X18X8	EACH	3.000				
*REV 81300910	JUN BX SS AS 20X20X6	EACH	6.000				
81301500	JUN BX SS ES 28X12X6	EACH	15.000				
*REV 81400100	HANDHOLE	EACH	6.000				
81400200	HD HANDHOLE	EACH	6.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
81603050	UD 3#6 #8G XLP USE 1	FOOT	265.000				
81603070	UD 2#2#4GXLP USE 1 1/4	FOOT	550.000				
*REV 81603081	UD 3#2#4GXLP USE 1.5 P	FOOT	1,890.000				
81702120	EC C XLP USE 1C 8	FOOT	130.000				
81702130	EC C XLP USE 1C 6	FOOT	390.000				
*ADD 81702140	EC C XLP USE 1C 4	FOOT	640.000				
*ADD 81702400	EC C XLP USE 3-1C 2	FOOT	640.000				
81800190	A CBL 2-1C2 MESS WIRE	FOOT	475.000				
82102400	LUM SV HOR MT 400W	EACH	5.000				
82105600	LUM SV HM HOR MT 400W	EACH	20.000				
83505450	LT TOWER 130MH LM 7	EACH	1.000				
83507800	LT TOWER 150MH LM 6	EACH	1.000				
83507850	LT TOWER 150MH LM 7	EACH	1.000				
*REV 83700350	LT TOWER FDN 54D	FOOT	70.000				
*REV 83700400	LT TOWER FDN 60D	FOOT	106.000				



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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
84100110	REM TEMP LIGHT UNIT	EACH	4.000				
84200500	REM LT UNIT SALV	EACH	11.000				
87000885	ECA C XLPTC 2C 6 8	FOOT	170.000				
87900100	DRILL EX FOUNDATION	EACH	4.000				
87900200	DRILL EX HANDHOLE	EACH	3.000				
87900205	DRILL EX HD HANDHOLE	EACH	1.000				

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In addition, the following technical memorandums are also available for inspection at IDOT District 1, 201 W. Center Court, Schaumburg, Illinois.

Technical Memorandum  
Wang Engineering, Inc.  
Date: March 20, 2014  
Subject: Water Main Relocation Riser Shafts  
IDOT D-91-227-13, PTB 163/ITEM 001

Technical Memorandum  
Wang Engineering, Inc.  
Date: March 21, 2014  
Subject: Storm Sewer Pipe Jacking—78-inch Parallel Main Drain  
IDOT D-91-227-13, PTB 163/ITEM 001

### **CONTRACTOR COOPERATION**

The Contractor's attention is directed to the fact that other separate contracts may be under construction during the duration of this Contract. Adjacent contracts may consist of, but are not limited to projects near:

- Contract 60F63 - FAI 90/94 (Kennedy Expressway) at Ohio Street
- Contract 60W25 – Morgan Street Bridge at I-290 / Congress Pkwy (Circle Interchange)
- Contract 60W26 – Harrison Street Bridge (West) at I-90/94 and Halsted Street Bridge at I-290 (Circle Interchange)
- Contract 60W29 – Peoria Street Bridge at I-290 / Congress Pkwy (Circle Interchange)
- Contract 60W71 – Harrison Street Bridge (East) at I-90/94 (Circle Interchange)
- Contract 60W30 – Taylor St. Bridge over I-90/94 (Circle Interchange)
- Contract 60X61 – I-290 WB Mainline and Auxiliary Lanes from Peoria St. to Racine Ave. (Circle Interchange)
- Contract 60X62 – Peoria St. Aesthetics (Circle Interchange)
- Bridge Painting Projects Within the I-90/94 and I-290 Corridors
- I-55 / Lake Shore Drive Interchange
- And others.

The Contractor will be governed by Article 105.08 of the Standard Specifications.

Under Contract 60W71, the superstructure of the existing Harrison Street Bridge over WB I-90/94 will be removed no later than December 31, 2014. Similarly, the proposed pier construction, beam erection and superstructure construction for the Harrison Street Bridge will not commence earlier than April 1, 2015. This time period has been established to assist with Proposed Pier 4 construction on SN 016-1705. Access within the area must be coordinated with the Engineer.

The Contractor shall allow a work zone to be established as part of the Taylor Street Bridge reconstruction under Contract 60W30. The 60W30 work zone shall overlap the work zone shown on the Plans and anticipated to already be in use under this Contract. The Contractor shall allow continuous access to the 60W30 work zone, which will be centered on Taylor Street across I-90/94. Similarly, the contractor under Contract 60W30 shall provide a minimum of fifteen (15) feet wide path at all times to allow Contractor vehicles and equipment to pass through the work zone under Contract 60W30.

Revised 6/30/14

The Contractor will be required to attend a weekly coordination meeting at a time and location to be determined by the Department.

The Contractor will coordinate proposed project start dates and sequence of construction with the Engineer and other Contractors to present an effective and timely schedule for successful completion of the project.

## **PROGRESS SCHEDULE**

Description. Time is of the essence in this Contract. It may be necessary for the Contractor to work longer hours, use additional crews, and work during weekends in order to complete the work within the required time limit. The Contractor shall submit a Critical Path Method (CPM) Progress Schedule as described below for the Engineer's approval before the work can be started.

The Contractor will not be allowed any compensation for working longer hours or using extra shifts; and working on weekends or during Holidays; working during winter months, etc. to meet the specified Completion Date.

This work shall consist of preparing, revising and updating a detailed progress schedule based upon the Critical Path Method (CPM). This work shall also consist of performing time impact analysis of the progress schedule based upon the various revisions and updates as they occur.

Requirements. The software shall produce an electronic progress schedule for submission to the department that is 100% compatible with Primavera SureTrak 3.0 Project Manager, published by Primavera Systems, Inc.

Format. The electronic schedule format shall contain the following:

- a. Project Name: (Optional).
- b. Template: Construction.
- c. Type: SureTrak: Native file format for stand-alone contracts.
- d. Planning Unit: Days (calendar working).
- e. Number/Version: Original or updated number.
- f. Start Date: Not later than ten days after execution of the contract.
- g. Must Finish Date: Completion date for completion date contracts.
- h. Project Title: Contract number.
- i. Company Name: Contractor's name.

Revised 6/30/14

Article 108.09 or the Special Provision for “Failure to Complete the Work on Time”, if included in this contract, shall apply to both the completion date and the number of working days.

**SUBMITTALS**

There are elements of construction that may require long lead times between order and delivery to the project site for installation. The Contractor must prioritize timely submittals of shop drawings to minimize any delays in project execution.

Submittals must be complete, include all necessary and required information, and must be submitted for review in a timely matter to insure that the Contract meets all milestone and completion date requirements. No additional compensation and no extension of calendar days will be made due to delays in receiving material or equipment to the site because of incomplete or delayed shop drawing submittals.

The Contractor shall provide notice to the Engineer concerning shop drawing submittal schedules and when shop drawing submittal deadlines may be delayed.

**STATUS OF UTILITIES TO BE ADJUSTED**

Effective: January 30, 1987

Revised: January 24, 2013

Utility companies involved in this project have provided the following estimated durations:

NAME OF UTILITY	TYPE	LOCATION	Estimated Duration of Time for the Completion of Relocation or Adjustments
ComEd	Electric	Service within Taylor Street	ComEd maintains active and proposed service along the south portion of Taylor Street and crossing NB I-90/94. The duct package will be removed and replaced in connection with bridge reconstruction under Contract 60W30. Once the duct package is completed, new electric facilities will be installed within Taylor Street. During the reconstruction of Taylor Street, ComEd has indicated the service will be temporarily terminated.

Revised 6/30/14

ComEd	Electric	<p>Transmission Facilities Within Ductbank Crossing NB I-90/94 and Ramps at within Vacated Arthington Street - Approx. Sta. 1811+23, Top of Duct Elevation is Approximately 563.25          Duct is identified as 2'-11" wide by 3'-6.5" tall</p>	<p>ComEd maintains major facilities crossing I-90/94. These facilities will remain active and must not be disturbed during construction. After traffic has been detoured away from the area of construction of Retaining Wall 1 (Structure 016-1720) and prior to any project construction activities, ComEd has proposed to investigate their existing facilities. Their work may result in plans to improve, reinforce and protect the existing facilities. ComEd may request that the Contractor remove existing pavement prior to their work. After the completion of the improvements to the transmission facilities, ComEd will provide detailed location information to the Contractor.</p>
ComEd	Electric	<p>Transmission Facilities Within Ductbank Crossing NB I-90/94 and Ramps within Vacated Cabrini Street - Approx. Sta. 1813+95 , Top of Duct Elevation is Approximately 563.20          Duct is identified as 2'-11" wide by 3'-6.5" tall</p>	<p>ComEd maintains major facilities crossing I-90/94. These facilities will remain active and must not be disturbed during construction. After traffic has been detoured away from the area of construction of Retaining Wall 1 (Structure 016-1720) and prior to any ground improvement activities, ComEd has proposed to investigate their existing facilities. Their work may result in plans to improve, reinforce and protect the existing facilities. ComEd may request that the Contractor remove existing pavement prior to their work. ComEd will provide detailed location information so that the proposed ground improvement items can be designed to avoid impacting the ComEd facilities. The ground improvement design must consider the unavailable area due to the ComEd facilities.</p>
ComEd	Electric	<p>Empty 15" RCP Crossing NB I-90/94 and Ramps - Approx. Sta. 1814+23, Top of Pipe Elevation is Approximately 569.40</p>	<p>ComEd has indicated that the pipe is not in use and will not be used in the future. If proposed work is identified to conflict with the existing pipe, ComEd shall be contacted to coordinate pipe removal.</p>

Revised 6/30/14

ComEd	Electric	Service within Harrison Street	ComEd maintains active and proposed service along the south portion of Harrison Street and crossing NB I-90/94. The duct package will be removed and replaced in connection with bridge reconstruction under Contract 60W71. Once the duct package is completed, new electric facilities will be installed within Harrison Street.
ComEd	Electric	Duct package north of Harrison	ComEd maintains a large package of major electrical service that must not be disturbed during construction without ComEd involvement. The construction of Pier 4 of bridge structure 016-1705 is immediately adjacent to the duct package. Excavation and drilled shaft construction is adjacent to the ductbank. The location of the duct is identified on the plans. The depth of the duct as determined by a detailed locate by ComEd will be provided to aid in the staging and layout of the pier construction.
ComEd	Electric	Service within Halsted Street	ComEd maintains active and proposed service along the east portion of Halsted Street and crossing WB I-290. The duct package will be removed and replaced as part of bridge reconstruction under Contract 60W26. Service is currently temporarily routed within AT&T ducts in the west portion of the bridge. Once the duct package is completed within the east portion of the bridge and roadway, new electric facilities will be installed within the east portion of Halsted Street.

Revised 6/30/14

ComEd	Electric	Service to CTA at Approx. Sta. 1836+93	<p>The existing ComEd ducts that provide electrical service to the CTA cross Retaining Wall 40 (Structure 016-1809) and bridge structure 016-1705 at Sta. 1836+93. The two duct package includes two steel pipes that are within the envelope of the proposed retaining wall and currently at a depth above the assumed leveling pad elevation. ComEd has proposed to maintain the ducts in their current location and will protect, improve and support the ducts and cables during retaining wall construction. Any work by ComEd during the construction of the retaining wall will need to be performed concurrently. In lieu of maintaining the existing ducts, ComEd may elect to relocate the ducts beneath the proposed wall. ComEd has estimated that relocation work will take four (4) to six (6) weeks to complete. ComEd would then provide detailed location information so that the proposed ground improvement items and retaining wall structure can be designed to avoid impacting the ComEd facilities. The ground improvement design must consider the unavailable area due to the ComEd facilities.</p>
ComEd	Electric	Ductbank within Green Street	<p>ComEd maintains an existing ductbank in Green Street between Van Buren Street and the northern right-of-way of I-290. ComEd has indicated that the ductbank is empty and has confirmed that there is no requirement to maintain this ductbank. If the ductbank conflicts with proposed work, ComEd shall be contacted to coordinate removal during the course of water main relocation work.</p>
ComEd	Electric	Service within Peoria Street	<p>ComEd maintains existing service within the east portion of Peoria Street. The services will be permanently relocated to Morgan Street prior to the demolition of the Peoria Street bridge over I-290 and the bridge approaches under Contract 60W29. Infrastructure will be restored to the new bridge structure with service installation to be determined.</p>



AT&T	Telephone / Fiber Optic	Duct package north of Harrison	AT&T maintains a large package of major communication services that must not be disturbed during construction without AT&T involvement. The construction of Pier 4 of bridge structure 016-705 is immediately adjacent to the duct package. Excavation and drilled shaft construction is adjacent to the ductbank. The location of the duct is identified on the plans. The depth of the duct as determined by a detailed locate by AT&T will be provided to aid in the staging and layout of the pier construction. AT&T intends to install standpipes and protective plates to demarcate the duct and separate the work area from the duct.
AT&T	Telephone / Fiber Optic	Service within Halsted Street	AT&T maintains existing service within the west portion of Halsted Street. The services will be relocated to a duct package west of Halsted Street prior to the demolition of the west portion of the Halsted Street bridge over I-290 and the bridge approaches under Contract 60W26. Service and infrastructure will not be restored to the new bridge structure.

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AT&T	Telephone / Fiber Optic	Duct package west of Halsted Street	AT&T maintains a large package of major communication services that must not be disturbed during construction without AT&T involvement. Proposed Retaining Wall 40 (Structure 016-1809) and bridge structure 016-1705 at Sta. 1837+05 cross the existing ductbank. AT&T has proposed to improve, reinforce and protect the existing facilities. The work is expected to occur in advance of the start of Contractor activities in the area. AT&T has estimated that their work will take four (4) to six (6) weeks to complete. AT&T will provide detailed location information so that the proposed ground improvement items can be designed to avoid impacting the AT&T facilities. The ground improvement design must consider the unavailable area due to the AT&T facilities. AT&T will relocate services into the ductbank in advance of the demolition of the west portion of the Halsted Street bridge under Contract 60W26 and the demolition of the Peoria Street bridge under Contract 60W29.
AT&T	Telephone / Fiber Optic	Service within Peoria Street	AT&T maintains existing service within the east portion of Peoria Street. The services will be permanently relocated to the duct package west of Halsted Street prior to the demolition of the Peoria Street bridge over I-290 and the bridge approaches under Contract 60W29. Infrastructure will be restored to the new bridge structure with service installation to be determined.
Peoples Gas	Gas	Customer service gas connection to Cermak Pumping Station crossing NB I-90/94 at Sta. 1822+75.60	The gas service is located between the areas of construction for Pier 2 and Pier 3 of bridge structure 016-1705 at approximately Sta. 1822+75.6. The main shall be protected and service must be maintained at all times.

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Peoples Gas	Gas	20" low pressure gas main crossing I-290 at Sta. 1838+51	Peoples Gas maintains an active gas transmission main that currently is located within the sideslope of WB I-290 and within the area of construction of retaining wall 3 and retaining wall 4, structures 016-1722 and 016-1723. Peoples Gas has proposed to retire the main. The work associated with the retirement of the main is anticipated to be complete in advance of Contractor activities in the area. If the retired main conflicts with proposed work, Peoples Gas shall be contacted to coordinate removal during the course of water main relocation work and retaining wall construction.
City of Chicago	Communications	Current package in Harrison Street	Existing OEMC facilities will be temporarily rerouted outside of the existing bridge in advance of construction under Contract 60W26. The temporary relocation will utilize poles and other supports and aerial cable with underground connections into existing City of Chicago structures. The removal of the temporary routing, all aerial cable, temporary poles and other infrastructure, along with all restoration, will be performed under Contract 60W71. The removal shall not begin until the Contractor has completed the installation of all new cable and OEMC has made all connections with the new cable and disconnection of the temporary cable. The completion date for work under Contract 60W71 is 9/15/15. The temporary aerial connection must not be disturbed while in service.

Revised 6/30/14

City of Chicago	Communications	Current package within Taylor Street	The City of Chicago maintains active and proposed service along the south portion of Taylor Street and crossing NB I-90/94. The duct package will be removed and replaced as part of bridge reconstruction under Contract 60W30. Once the duct package is completed, new electric and communication facilities will be installed within Taylor Street. During the reconstruction of Taylor Street, the service will be temporarily terminated and relocated within existing City infrastructure outside of the project limits.
City of Chicago	Electric	Roadway lighting along Taylor Street	Roadway lighting will be demolished/reconstructed by the contractor under Contract 60W30. Existing, temporary and proposed lighting fixtures and infrastructure along Taylor Street must not be disturbed by the Contractor.
City of Chicago	Electric	Roadway lighting along Harrison Street	Roadway lighting will be demolished/reconstructed by the contractor under Contract 60W71. Previously installed lighting fixtures and infrastructure must not be disturbed by the Contractor.
City of Chicago	Electric	Roadway lighting along Halsted Street	Roadway lighting will be demolished/reconstructed by the contractor under Contract 60W26. Previously installed lighting fixtures and infrastructure must not be disturbed by the Contractor.
City of Chicago	Electric	Roadway lighting along Peoria Street	Roadway lighting will be demolished/reconstructed by the contractor under Contract 60W29. Previously installed lighting fixtures and infrastructure must not be disturbed by the Contractor.
City of Chicago	Water	48" water main crossing NB I-90/94 at Sta. 1822+03	The existing 48" water main will remain active throughout construction and is located just to the south of the area of construction for Pier 2 of bridge structure 016-1705. Proposed HMLT DAB2 is located adjacent to the water main within Vernon Park Place. The water main shall be protected and service must be maintained at all times.

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City of Chicago	Water	48" water main crossing NB I-90/94 at Sta. 1822+44	The existing 48" water main will remain active throughout construction and is located between the areas of construction for Pier 2 and Pier 3 of bridge structure 016-1705. Proposed HMLT DAB2 is located adjacent to the water main within Vernon Park Place. The water main shall be protected and service must be maintained at all times.
City of Chicago	Water	54" water main crossing NB I-90/94 at Sta. 1823+61	The existing 54" water main will remain active throughout construction and is located just to the south of the area of construction for Pier 3 of bridge structure 016-1705. The water main shall be protected and service must be maintained at all times.
City of Chicago	Water	16" water main crossing I-290 at Sta. 1838+63	<p>The existing 16" water main that currently is located within the sideslope of WB I-290 is within the area of construction of retaining wall 3 and retaining wall 4, structures 016-1722 and 016-1723. Under this Contract, the water main will be relocated to pass under the retaining walls on a flat alignment within a casing pipe. A riser structure is proposed for the vertical change in grade. Proposed connections to the existing water main are included in the plans. The proposed ground improvement items shall be designed to avoid impacting the water main. The ground improvement design must consider the unavailable area due to the water main.</p> <p>The water main crossing WB I-290, the CTA Blue Line and EB I-290 is to be rehabilitated as described in this contract. An existing riser structure south of I-290 will be demolished, with a new riser structure constructed with associated pipe connections.</p>
Chicago Transit Authority	Traction Power Supply Rail	Within median of I-290 and tunnels below interchange and I-90/94	Contractor is expected to coordinate with Chicago Transit Authority and avoid any and all impacts to all power systems. Specific concern is associated with work adjacent to the westbound tunnel as part of pier construction.

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Chicago Authority	Transit Communications	Within median of I-290 and tunnels below interchange and I-90/94	Contractor is expected to coordinate with Chicago Transit Authority and avoid any and all impacts to all communication systems. Specific concern is associated with work adjacent to the westbound tunnel as part of pier construction.
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The above represents the best information available to the Department and is included for the convenience of the bidder. The applicable portions of Articles 105.07 and 107.31 of the Standard Specifications shall apply.

In accordance with 605 ILCS 5/9-113 of the Illinois Compiled Statutes, utility companies have 90 days to complete the relocation of their facilities after receipt of written notice from the Department. The 90-day written notice will be sent to the utility companies after the following occurs:

- 1) Proposed right of way is clear for contract award.
- 2) Final plans have been sent to and received by the utility company.
- 3) Utility permit is received by the Department and the Department is ready to issue said permit.
- 4) If a permit has not been submitted, a 15 day letter is sent to the utility company notifying them they have 15 days to provide their permit application. After allowing 15 days for submission of the permit the 90 day notice is sent to the utility company.
- 5) Any time within the 90 day relocation period the utility company may request a waiver for additional time to complete their relocation. The Department has 10 days to review and respond to a waiver request.

Revised 6/30/14

**KEEPING THE EXPRESSWAY OPEN TO TRAFFIC**

Effective: March 22, 1996

Revised: February 13, 2014

Whenever work is in progress on or adjacent to an expressway, the Contractor shall provide the necessary traffic control devices to warn the public and to delineate the work zone as required in these Special Provisions, the Standard Specifications, the State Standards and the District Freeway details. All Contractors' personnel shall be limited to these barricaded work zones and shall not cross the expressway.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer at [www.idotlcs.com](http://www.idotlcs.com) twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and one week in advance of all permanent and weekend closures on all Freeways and/or Expressways in District One. This advance notification is calculated based on workweek of Monday through Friday and shall not include weekends or Holidays.

**LOCATION: I-90/94 Dan Ryan: Roosevelt to I-290**

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday-Thursday	1-Lane	10:00 PM	to	5:00 AM
	2-Lane	11:59 PM	to	5:00 AM
Friday	1-Lane	11:00 PM (Fri)	to	6:00 AM (Sat)
	2-Lane	11:59 PM (Fri)	to	6:00 AM (Sat)
Saturday	1-Lane	10:00 PM (Sat)	to	9:00 AM (Sun)
	2-Lane	11:59 PM (Sat)	to	9:00 AM (Sun)

**LOCATION: I-90/94 Dan Ryan: 18<sup>th</sup> St. to Roosevelt**

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday-Thursday	1-Lane	9:00 PM	to	5:00 AM
	2-Lane	11:59 PM	to	5:00 AM
	3-Lane*	1:00 AM	to	5:00 AM
Friday	1-Lane	11:00 PM (Fri)	to	6:00 AM (Sat)
	2-Lane	11:59 PM (Fri)	to	6:00 AM (Sat)
	3-Lane*	1:00 AM (Sat)	to	6:00 AM (Sat)
Saturday	1-Lane	9:00 PM (Sat)	to	9:00 AM (Sun)
	2-Lane	11:59 PM (Sat)	to	9:00 AM (Sun)
	3-Lane*	1:00 AM (Sun)	to	7:00 AM (Sun)

\* 3 lane closures will only be approved for specific operations.

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**LOCATION: I-290: Racine to Wells (4-Lane Section)**

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday - Thursday	1-Lane	8:00 PM	to	5:00 AM
	2-Lane	11:00 PM	to	5:00 AM
	3-Lane*	1:00 AM	to	5:00 AM
Friday	1-Lane	10:00 PM (Fri)	to	8:00 AM (Sat)
	2-Lane	11:59 PM (Fri)	to	6:00 AM (Sat)
	3-Lane*	NOT		ALLOWED
Saturday	1-Lane	10:00 PM (Sat)	to	10:00 AM (Sun)
	2-Lane	11:59 PM (Sat)	to	8:00 AM (Sun)
	3-Lane	1:00 AM (Sun)	to	7:00 AM (Sun)

\*3 Lane closures will only be allowed from the left and are approved for specific operations only. Allowable hours are for a 4 lane cross section. Hours may be more restrictive if lanes are reduced long term.

In addition to the hours noted above, temporary shoulder and partial ramp closures are allowed weekdays between 9:00 A.M. and 3:00 P.M. and between 7:00 P.M. and 5:00 A.M.

Narrow Lanes and permanent shoulder closures will not be allowed between Dec. 1<sup>st</sup> and April 1<sup>st</sup>, unless otherwise shown on the Plans and approved by the Department.

Full Expressway Closures will only be permitted for a maximum of 15 minutes at a time during the low traffic volume hours of 1:00 A.M. to 5:00 A.M. Monday thru Friday and from 1:00 A.M. to 7:00 A.M. on Sunday. During Full Expressway Closures, the Contractor will be required to close off all lanes except one, using Freeway Standard Closures. Police forces should be notified and requested to close off the remaining lane at which time the work item may be removed or set in place. The District One Traffic Operations Department **shall be** notified (847-705-4151) at least 3 working days (weekends and holidays DO NOT count into this 72 hours notification) in advance of the proposed road closure and will coordinate the closure operations with police forces. Liquidated Damages as specified in the Failure to Open Traffic Lanes to Traffic for One lane or ramp blocked shall be assessed to the Contract for every 15 minutes beyond the initial 15 minutes all lanes are blocked.

All stage changes requiring the stopping and/or the pacing of traffic shall take place during the allowable hours for Full Expressway Closures and shall be approved by the Department.

Temporary ramp closures for service interchanges will only be permitted at night during the restricted hours listed for temporary one-lane closures within the project limits. However, no two (2) adjacent entrance and exit ramps in one direction of the expressway shall be closed at the same time.

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Freeway to freeway (system interchange) full ramp closures for two lane ramps will not be permitted. Partial ramp closures of system ramps may be allowed during the 1-lane closure hours above. Unless otherwise noted in the "Staging and Interchange Restrictions", "Girder Erection Information and Restrictions", and "Pier Construction Information and Restrictions" Special Provisions, system ramp full closures for single lane ramps are only permitted for a maximum of four (4) hours

- between the hours of 1:00 a.m. and 5:00 a.m. on Monday thru Friday
- between the hours of 1:00 a.m. and 6:00 a.m. on Saturday, and
- between the hours of 1:00 a.m. and 7:00 a.m. on Sunday.

The Contractor shall furnish and install large (48" X 48") "DETOUR with arrow" signs as directed by the Engineer for all system ramp closures. In addition, one portable changeable message sign will be required to be placed in advance of the ramp closure. The cost of these signs and PCMS board shall be included in the cost of traffic control and protection (6 static signs maximum per closure).

Should the Contractor fail to completely open, and keep open, the ramps to traffic in accordance with the above limitations, the Contractor shall be liable to the Department for liquidated damages as noted under the Special Provision, "Failure to Open Traffic Lanes to Traffic".

All daily lane closures shall be removed during adverse weather conditions such as rain, snow, and/or fog and as determined by the Engineer.

Additional lane closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed above. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

The Contractor will be required to cooperate with all other contractors when erecting lane closures on the expressway. All lane closures (includes the taper lengths) without a three (3) mile gap between each other, in one direction of the expressway, shall be on the same side of the pavement. Lane closures on the same side of the pavement with a half (1/2) mile or less gap between the end of one work zone and the start of taper of next work zone should be connected. The maximum length of any lane closure on the project and combined with any adjacent projects shall be three (3) miles. Gaps between successive permanent lane closures shall be no less than two (2) miles in length.

Private vehicles shall not be parked in the work zone. Contractor's equipment and/or vehicles shall not be parked on the shoulders or in the median during non-working hours. The parking of equipment and/or vehicles on State right-of-way will only be permitted at the locations approved by the Engineer.

Revised 6/30/14

All full closure time periods that exceed those described herein shall require the advance notice periods identified within the relevant Special Provision. The Engineer shall always determine if the closure request advance notice meets the Department intentions and needs for notice to the public.

## **GIRDER ERECTION INFORMATION AND RESTRICTIONS**

This Special Provision defines available areas and lane and ramp closures allowed for the girder erection of SN 016-1705. The closures noted herein are **one time** exceptions, unless noted otherwise herein. Additional closures to facilitate pier construction are identified within the "Pier Construction Information and Restrictions" Special Provision. Closures needed to perform additional Work other than described within this Special Provision or in "Pier Construction Information and Restrictions" will be governed by the "Staging and Interchange Restrictions" and "Keeping the Expressway Open to Traffic" Special Provisions.

### **AVAILABLE AREAS**

Several suggested available areas for Contractor use have been shown in the Suggested Stages of Construction and Traffic Control Plan sheets. These suggested available areas have been shown to assist the Contractor in performing his/her Work, staging his/her operations, and/or storing his/her material and/or equipment. The Contractor must submit an Erection Plan to the Engineer for approval as outlined in the "Erection of Complex Steel Structures" Special Provision. This Work Plan shall also include an outline and schedule of lane, ramp and full expressway closures requested before, after and during girder erection as well as the possible use of proposed Staging Areas.

Additional signing, site grading, excavation, removals, placement of concrete, aggregate, asphalt, pavement markings, temporary concrete barriers, pads and/or mats for equipment, removal of temporary items, restoration and repair to pre-existing condition and any other items related to the Contractor's preparation and use of work areas on or around the project location will not be paid for separately, but will be included in the cost of TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) or FURNISHING AND ERECTING STRUCTURAL STEEL.

### **LANE AND RAMP CLOSURES**

To facilitate erection of the superstructure elements of SN 016-1705 over I-290, I-90/94, various ramps, Harrison Street, and Halsted Street, suggested lane restrictions and work areas have been indicated in the Suggested Stages of Construction and Traffic Control Plan sheets.

Additional restrictions have been established as a part of this Contract. Unless noted herein, these restrictions are **one time** exceptions given only for girder erection of SN 016-1705 directly over otherwise active roadways. All other necessary closures will be governed by the "Staging and Interchange Restrictions" and "Keeping the Expressway Open to Traffic" Special Provisions.

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Construction Requirements. Prior to application a surface preparation adhesive shall be applied to a clean, dry road surface. The pavement shall be cleaned by a method of approved by the Engineer to remove all dirt, grease, glaze, or other material that would reduce the adhesion of the markings with minimum or no damage to the pavement surface. No markings shall be placed until the Engineer approves the cleaning. The Temporary Epoxy Pavement Marking shall be placed according to the applicable portions of Article 780.09.

Method of Measurement and Basis of Payment. This work will be paid for at the contract unit price per foot for TEMPORARY EPOXY PAVEMENT MARKING of the line width specified; and/or per square foot (square meters) for TEMPORARY EPOXY PAVEMENT MARKING – LETTERS AND SYMBOLS.

Removal will be paid at the contract unit price per square foot (square meter) for WORK ZONE PAVEMENT MARKING REMOVAL.

When temporary pavement marking is shown on the Standard, the cost of the temporary pavement marking will be included in the cost of the Standard.

**CONCRETE BARRIER WALL (SPECIAL)  
CONCRETE BARRIER, SPECIAL, 32" HEIGHT  
CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT (SPECIAL)**

Description. This work shall consist of constructing concrete barrier walls with reinforcement bars on a concrete barrier base, as detailed in the plans.

Construction Requirements. This work shall be done in accordance with the applicable portions of Section 637 of the Standard Specifications. The concrete barrier walls shall be constructed on a concrete barrier bases as detailed in the plans. The concrete barrier walls shall be constructed separately and not poured monolithically with the concrete barrier bases.

Method of Measurement. CONCRETE BARRIER WALL (SPECIAL), CONCRETE BARRIER, SPECIAL, 32" HEIGHT and CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT (SPECIAL) shall be measured for payment in feet along the centerline of the barrier. Concrete barrier bases shall be measured separately. All transitions to connect to segments of existing concrete barrier walls will be measured separately.

Basis of Payment. This work will be paid for at the contract unit price per foot for CONCRETE BARRIER WALL (SPECIAL), CONCRETE BARRIER, SPECIAL, 32" HEIGHT and CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT (SPECIAL), which price shall include all equipment, labor, and materials necessary to construct the concrete barrier wall including all reinforcement bars in the concrete barrier wall.

**REMOVE IMPACT ATTENUATORS, NO SALVAGE**

Description. This work shall consist of removing existing impact attenuators at locations as specified in the Plans.

**Method of Measurement.** The noise abatement wall will be measured by the square foot (square meter) from the wall envelope, defined by the theoretical top of panel line to the theoretical bottom of panel line (above the foundations and/or barrier rail) for the length of the wall as shown on the contract plans.

Individual components of the noise abatement wall as described and as shown on the plans will not be measured for payment but are included in the unit price of finished wall. The foundations for ground mounted noise abatement walls shall not be measured for payment.

**Basis of Payment.** This work completely installed and accepted as described in this Special Provision and as shown on the Plans and accepted Shop and Working Drawings will be paid for at the Contract Unit Prices for NOISE ABATEMENT WALL, GROUND MOUNTED, or NOISE ABATEMENT WALL, STRUCTURE MOUNTED at specified locations. This payment shall be considered to be full compensation for all work including the development of shop drawings, working drawings and design calculations; supplemental soil exploration and testing program physical sample (mock-up); removal and disposal of the mock-up; furnishing and installing foundations including portland cement concrete and epoxy coated steel reinforcing; removal of unsuitable material; excavation; backfilling with porous granular backfill above and adjacent to foundations; drilling through existing CTA Water Tunnel; furnishing and installing bolts, hardware, fasteners, and required structural connections; testing; samples; casting, storing, transporting and erecting noise abatement wall panels and posts; forming, pouring and curing concrete; providing aesthetic surface treatment including form liners if required and staining for approved colors; sealer; temporary structures; technical assistance from the manufacturer; preparing and furnishing warranties; and furnishing all labor, equipment, tools and incidentals necessary to complete the Work as specified.

All components required to construct the noise abatement wall shall be considered as part of the work in the Contract Unit Price for the noise abatement wall and not be paid for separately.

Foundation soils which are shown on the drawings as unsuitable, or which are determined to be unsuitable, and directed by the Engineer to be excavated and replaced with Special Fill or Porous Granular Backfill will be measured and paid for as EARTH EXCAVATION, and POROUS GRANULAR BACKFILL.

## **MECHANICALLY STABILIZED EARTH RETAINING WALL, SPECIAL**

**Description.** This work shall consist of preparing the design, furnishing the materials, and constructing the mechanically stabilized earth (MSE) retaining wall to the lines, grades and dimensions shown in the contract plans and as directed by the Engineer.

**General.** The MSE wall consists of a concrete leveling pad, precast concrete face panels, a soil reinforcing system, and concrete coping (when specified). The soil reinforcement shall have sufficient strength, quantity, and pullout resistance, beyond the failure surface within the lightweight fill, as required by design. The material, fabrication, and construction shall comply with this Special Provision and the requirements specified by the supplier of the wall system selected by the Contractor for use on the project.

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The MSE retaining wall shall be one of the following pre-approved wall systems:

**Company Name: Wall System**

Earth Tec International, LLC: EarthTrac HA

Sanders Pre-Cast Concrete Systems Company: Sanders MSE Wall

Shaw Technologies: Strengthened Soil

Sine Wall, LLC: Sine Wall

SSL Construction Products: MSE Plus

Vist-A-Wall Systems, LLC: Vist-A-Wall

Tensar Earth Technologies : ARES Wall

The Reinforced Earth Company: GeoMega System

The Reinforced Earth Company: Reinforced Earth

The Reinforced Earth Company: Retained Earth

Tricon Precast: Tricon Retained Soil

Tricon Precast: Tri-Web Retained Soil

Pre-approval of the wall system does not include material acceptance at the jobsite.

**Submittals.** The wall system supplier shall submit complete design calculations and shop drawings to the Engineer according to Article 1042.03(b) of the Standard Specifications no later than 90 days prior to beginning construction of the wall. No work or ordering of materials for the structure shall be done by the Contractor until the submittal has been approved in writing by the Engineer. All submittals shall be sealed by an Illinois Licensed Structural Engineer and shall include all details, dimensions, quantities and cross sections necessary to construct the wall and shall include, but not be limited to, the following items:

- (a) Plan, elevation and cross section sheet(s) for each wall showing the following:
  - (1) A plan view of the wall indicating the offsets from the construction centerline to the face of the wall at all changes in horizontal alignment. The plan view shall show the limits of soil reinforcement and stations where changes in length and/or size of reinforcement occur. The centerline shall be shown for all drainage structures or pipes behind or passing through and/or under the wall.
  - (2) An elevation view of the wall indicating the elevations of the top of the panels. These elevations shall be at or above the top of exposed panel line shown on the contract plans. This view shall show the elevations of the top of the leveling pads, all steps in the leveling pads and the finished grade line. Each panel type, the number, size and length of soil reinforcement connected to the panel shall be designated. The equivalent uniform applied service (unfactored) nominal bearing pressure shall be shown for each designed wall section.
  - (3) Elevation views of entire wall indicating layout of all panel types and architectural treatment and formliner.
  - (4) A listing of the summary of quantities shall be provided on the elevation sheet of each wall.

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- (5) Typical cross section(s) showing the limits of the reinforced fill volume included within the wall system, soil reinforcement, embankment material placed behind the fill, precast face panels, and their relationship to the right-of-way limits, excavation cut slopes, existing ground conditions and the finished grade line.
- (6) All general notes required for constructing the wall.
- (b) All details for the concrete leveling pads, including the steps, shall be shown. The top of the leveling pad shall be located at or below the theoretical top of the leveling pad line shown on the contract plans. The theoretical top of leveling pad line shall be 3.5 ft. (1.1 m) below finished grade line at the front face of the wall, unless otherwise shown on the plans.
- (c) Where concrete coping or barrier is specified, the panels shall extend up into the coping or barrier as shown in the plans. The top of the panels may be level or sloped to satisfy the top of exposed panel line shown on the contract plans. Cast-in-place concrete will not be an acceptable replacement for panel areas below the top of exposed panel line. As an alternative to cast in place coping, the Contractor may substitute a precast coping, the details of which must be included in the shop drawings and approved by the Engineer.
- (d) All panel types shall be detailed. The details shall show all dimensions necessary to cast and construct each type of panel, architectural treatment, all reinforcing steel in the panel, and the location of soil reinforcement connection devices embedded in the panels. These panel embed devices shall not be in contact with the panel reinforcement steel.
- (e) All details of the wall panels and soil reinforcement placement around all appurtenances located behind, on top of, or passing through the soil reinforced wall volume such as parapets with anchorage slabs, coping, foundations, and utilities etc. shall be clearly indicated. Any modifications to the design of these appurtenances to accommodate a particular system shall also be submitted.
- (f) When specified on the contract plans, all details of architectural panel treatment, including color, texture and form liners shall be shown.
- (g) The details for the connection between concrete panels, embed devices, and soil reinforcement shall be shown.

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- (h) When pile sleeves are specified, the pile sleeve material, shape, and wall thickness shall be submitted to the Engineer for approval. It shall have adequate strength to withstand the fill pressures without collapse until after completion of the wall settlement. The annulus between the pile and the sleeve shall be as small as possible while still allowing it to be filled with loose dry sand after wall erection.
  - a. Samples: 2'x2' sample for each formliner type indicated on drawings for approval of texture and finish. If the test samples are not approved, additional samples shall be furnished until a satisfactory texture and finish is obtained, at no additional cost to the Department.
- (i) Mock up: Full size sample of panel types 1, 2, 2R, 3, 4, 5, and 6, including final appearance of texture and finish. The mock-up approved by the Engineer shall then be the standard of comparison for the remaining finishes.

The initial submittal shall include three sets of shop drawings and one set of calculations. One set of drawings will be returned to the Contractor with any corrections indicated. After approval, the Contractor shall furnish the Engineer with ten (10) sets of corrected plan prints for distribution by the Department. No work or ordering of materials for the structure shall be done until the submittal has been approved by the Engineer.

**Materials.** The MSE walls shall conform to the supplier's standards as previously approved by the Department, and the following:

- (a) The soil reinforcing system, which includes the soil reinforcement, and all connection devices, shall be according to the following:
  - (1) Inextensible Soil Reinforcement. Steel reinforcement shall be according ASTM A 572 Grade 65 (450), ASTM A1064, ASTM A 1011 or ASTM A 463 Grade 50 (345). The steel strips shall be either epoxy coated, aluminized Type 2, or galvanized. Epoxy coatings shall be according to Article 1006.10(a)(2), except the minimum thickness of epoxy coating shall be 18 mils (457 microns). No bend test will be required. Aluminized Type 2-100 shall be according to ASTM A 463. Galvanizing shall be according to AASHTO M 111 or ASTM A 653 with touch up of damage according to ASTM A 780.

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- (2) Extensible Soil Reinforcement. Geosynthetic reinforcement shall be monolithically fabricated from virgin high density polyethylene (HDPE) or high tenacity polyester (HTPET) resins having the following properties verified by mill certifications:

<u>Property for Geosynthetic Reinforcement</u>	<u>Value</u>	<u>Test</u>
Minimum Tensile Strength	**	ASTM D 6637

\*\* as specified in the approved design calculations and shown on the shop drawings.

<u>Property for HDPE</u>	<u>Value</u>	<u>Test</u>
Melt Flow Rate (g/cm) B	0.060 – 0.150	ASTM D 1238, Procedure B
Density (g/cu m)	0.941 – 0.965	ASTM D 792
Carbon Black	2% (min)	ASTM D 4218

<u>Property for HTPET</u>	<u>Value</u>	<u>Test</u>
Carboxyl End Group (max) (mmol/kg)	<30	GRI-GG7
Molecular Weight (Mn)	>25,000	GRI-GG8

- (3) Panel Embed/Connection Devices. Panel embeds and connection devices shall be according to the following.

- a. Metallic panel embed/connection devices and connection hardware shall be galvanized according to AASHTO M 232 and shall be according to the following.

Mesh and Loop Embeds      ASTM A1064 or ASTM A 706 Grade 60 (420)

Tie Strip Embeds            AASHTO M 270/M 270M Grade 50 (345) or  
 ASTM A 1011 HSLAS Grade 50 (345) Class 2

- b. Non metallic panel embed/connection devices typically used with geosynthetic soil reinforcement shall be manufactured from virgin or recycled polyvinyl chloride having the following properties:

<u>Property for Polyvinyl Chloride</u>	<u>Value</u>	<u>Test</u>
Heat Deflection Temperature (°F)	155 - 164	ASTM D 1896
Notched IZOD 1/8 inch @ 73°F (ft-lb/in)	4 – 12	ASTM D 256
Coefficient of Linear Exp. (in/in/°F)	3.5 – 4.5	ASTM D 696
Hardness, Shore D	79	ASTM D 2240

<u>Property for Polypropylene</u>	<u>Value</u>	<u>Test</u>
Melt Flow Rate (g/cm) B	0.060 – 0.150	ASTM D 1238, Procedure B
Density (g/cu m)	0.88 – 0.92	ASTM D 792

- (b) Lightweight fill, defined as the material placed in the reinforced volume behind the wall, shall be according to the Special Provision for LIGHTWEIGHT CELLULAR CONCRETE FILL.



- (c) The geosynthetic filter material used across the panel joints shall be either a non-woven needle punch polyester or polypropylene or a woven monofilament polypropylene with a minimum width of 12 in. (300 mm) and a minimum non-sewn lap of 6 in. (150 mm) where necessary.
- (d) The bearing pads shall be rubber, neoprene, polyvinyl chloride, or polyethylene of the type and grade as recommended by the wall supplier.
- (e) All precast panels shall be manufactured with Class PC concrete according to Section 504, Article 1042.02, Article 1042.03, and the following requirements:
  - (1) The minimum panel thickness shall be 5 1/2 in. (140 mm).
  - (2) The minimum reinforcement bar cover shall be 1 1/2 in. (38 mm).
  - (3) The panels shall have a ship lap or tongue and groove system of overlapping joints between panels designed to conceal joints and bearing pads.
  - (4) The panel reinforcement shall be according to Article 1006.10(a)(2) or 1006.10(b)(1) except the welded wire fabric shall be epoxy coated according to ASTM A884.
  - (5) All dimensions shall be within 3/16 in. (5 mm).
  - (6) Angular distortion with regard to the height of the panel shall not exceed 0.2 inches in 5 ft (5 mm in 1.5 m).
  - (7) Surface defects on formed surfaces measured on a length of 5 ft. (1.5 m) shall not be more than 0.1 in. (2.5 mm).
  - (8) The panel embed/connection devices shall be cast into the facing panels with a tolerance not to exceed 1 in. (25 mm) from the locations specified on the approved shop drawings.

Unless specified otherwise, concrete surfaces exposed to view in the completed wall shall be finished according to Article 503.15(a). The back face of the panel shall be roughly screeded to eliminate open pockets of aggregate and surface distortions in excess of 1/4 in. (6 mm).

**Design Criteria.** The design shall be according to the appropriate AASHTO Design Specifications noted on the plans for Mechanically Stabilized Earth Walls except as modified herein. The wall supplier shall be responsible for all internal stability aspects of the wall design and shall supply the Department with computations for each designed wall section. The analyses of settlement, bearing capacity and overall slope stability will be the responsibility of the Department.

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External loads, such as those applied through structure foundations, from traffic or railroads, slope surcharge etc., shall be accounted for in the internal stability design. The presence of all appurtenances behind, in front of, mounted upon, or passing through the wall volume such as drainage structures, utilities, structure foundation elements or other items shall be accounted for in the internal stability design of the wall.

The design of the soil reinforcing system shall be according to the applicable AASHTO or AASHTO LRFD Design Specifications for "Inextensible" steel or "Extensible" geosynthetic reinforcement criteria. The reduced section of the soil reinforcing system shall be sized to allowable stress levels at the end of a 75 year design life.

Steel soil reinforcing systems shall be protected by one of the following; epoxy coating, galvanizing or aluminizing. The design life for epoxy and aluminizing shall be assumed to be 16 years. The corrosion protection for the balance of the 75 year total design life shall be provided using a sacrificial steel thickness computed for all exposed surfaces according to the applicable AASHTO or AASHTO LRFD Design Specifications.

Geosynthetic soil reinforcing systems shall be designed to account for the strength reduction due to long-term creep, chemical and biological degradation, as well as installation damage.

To prevent out of plane panel rotations, the soil reinforcement shall be connected to the standard panels in at least two different elevations, vertically spaced no more than 30 in. (760 mm) apart.

The panel embed/soil reinforcement connection capacity shall be determined according to the applicable AASHTO or AASHTO LRFD Design Specifications.

The factor of safety for pullout resistance in the fill shall not be less than 1.5, based on the pullout resistance at 1/2 in. (13 mm) deformation. Typical design procedures and details, once accepted by the Department, shall be followed. All wall system changes shall be submitted in advance to the Department for approval.

For aesthetic considerations and differential settlement concerns, the panels shall be erected in such a pattern that the horizontal panel joint line is discontinuous at every other panel. This shall be accomplished by alternating standard height and half height panel placement along the leveling pad. Panels above the lowest level shall be standard size except as required to satisfy the top of exposed panel line shown on the contract plans.

At locations where the plans specify a change of panel alignment creating an included angle of 150 degrees or less, precast corner joint elements will be required. This element shall separate the adjacent panels by creating a vertical joint secured by means of separate soil reinforcement.

Revised 6/30/14

Isolation or slip joints, which are similar to corner joints in design and function, may be required to assist in differential settlements at locations indicated on the plans or as recommended by the wall supplier. Wall panels with areas greater than 30 sq. ft. (2.8 sq. m) may require additional slip joints to account for differential settlements. The maximum standard panel area shall not exceed 60 sq. ft. (5.6 sq. m).

**Construction.** The Contractor shall obtain technical assistance from the supplier during wall erection to demonstrate proper construction procedures and shall include any costs related to this technical assistance in the unit price bid for this item.

The foundation soils supporting the structure shall be graded for a width equal to or exceeding the length of the soil reinforcement. Prior to wall construction, the foundation shall be compacted with a smooth wheel vibratory roller. Any foundation soils found to be unsuitable shall be removed and replaced, as directed by the Engineer, and shall be paid for separately according to Section 202.

When structure excavation is necessary, it shall be made and paid for according to Section 502 except that the horizontal limits for structure excavation shall be from the rear limits of the soil reinforcement to a vertical plane 2 ft. (600 mm) from the finished face of the wall. For SN 016-1809, the rear horizontal limits for structure excavation shall be as shown on the plans. The depth shall be from the top of the original ground surface to the top of the leveling pad. The additional excavation necessary to place the concrete leveling pad will not be measured for payment but shall be included in this work.

The concrete leveling pads shall have a minimum thickness of 6 in. (150 mm) and shall be placed according to Section 503.

As fill material is placed behind a panel, the panel shall be maintained in its proper inclined position according to the supplier specifications and as approved by the Engineer. Vertical tolerances and horizontal alignment tolerances shall not exceed 3/4 in. (19 mm) when measured along a 10 ft. (3 m) straight edge. The maximum allowable offset in any panel joint shall be 3/4 in. (19 mm). The overall vertical tolerance of the wall, (plumbness from top to bottom) shall not exceed 1/2 in. per 10 ft. (13 mm per 3 m) of wall height. The precast face panels shall be erected to insure that they are located within 1 in. (25 mm) from the contract plan offset at any location to insure proper wall location at the top of the wall. Failure to meet this tolerance may cause the Engineer to require the Contractor to disassemble and re-erect the affected portions of the wall. A 3/4 in. (19 mm) joint separation shall be provided between all adjacent face panels to prevent direct concrete to concrete contact. This gap shall be maintained by the use of bearing pads and/or alignment pins.

The back of all panel joints shall be covered by a geotextile filter material attached to the panels with a suitable adhesive. No adhesive will be allowed directly over the joints.

Revised 6/30/14

The lightweight fill and embankment placement shall closely follow the erection of each lift of panels. At each soil reinforcement level, the fill material should be roughly leveled and compacted before placing and attaching the soil reinforcing system. The soil reinforcement and the maximum lift thickness shall be placed according to the supplier's recommended procedures except, the lifts for lightweight fill shall not exceed 10 in. (255 mm) loose measurement or as approved by the Engineer. Embankment shall be constructed according to Section 205.

**Method of Measurement.** Mechanically Stabilized Earth Retaining Wall, Special will be measured for payment in square feet (square meters). The MSE retaining wall will be measured from the top of exposed panel line to the theoretical top of leveling pad line for the length of the wall as shown on the contract plans.

**Basis of Payment.** This work, excepting the placement of the Lightweight Cellular Concrete Fill within the soil reinforced wall volume shown on the approved shop drawings, precast face panels, architectural treatment, soil reinforcing system, concrete leveling pad and accessories will be paid for at the contract unit price per square foot (square meter) for MECHANICALLY STABILIZED EARTH RETAINING WALL, SPECIAL.

Furnishing and placing Lightweight Cellular Concrete Fill shall be as measured and paid in accordance with the special provision LIGHTWEIGHT CELLULAR CONCRETE FILL.

Other concrete appurtenances such as coping, anchorage slabs, parapets, abutment caps, etc. will not be included in this work, but will be paid for as specified elsewhere in this contract, unless otherwise noted on the plans.

Excavation necessary to place the fill for the MSE wall shall be paid for as STRUCTURE EXCAVATION and/or ROCK EXCAVATION FOR STRUCTURES as applicable, according to Section 502, except as modified in this Special Provision.

## **LIGHTWEIGHT CELLULAR CONCRETE FILL (CLASS II)**

**Description.** This work consists of providing lightweight cellular concrete fill at the required location(s) according to the details and dimensions shown in the plans, and as directed by the Engineer.

**Materials.** The materials shall meet the following requirements:

**Cement.** Type I or Type III Portland cement shall comply with Section 1001 of the Standard Specifications. Pozzolans and finely divided minerals will not be permitted.

**Water.** Water shall be potable and shall meet the requirements of Section 1002 of the Standard Specifications.

**Foaming Agent.** A commercially available product handled in a manner that meets the recommendations of the manufacturer.

Revised 6/30/14

Other Concrete Admixtures. Concrete admixtures may be used only when approved by the Engineer. The concrete admixtures shall meet the requirements of Articles 1021.01 - 1021.04 of the Standard Specifications.

Cellular Concrete. The cellular concrete shall have the following properties:

<u>Class II</u>	
Cast Density ASTM C138	24-30 pcf (384-480 kg/m <sup>3</sup> )
Minimum Compressive Strength ASTM C495-Modified	
@7 days	30 psi (207 kpa)
@28 days	40 psi (276 kpa)
Freeze-thaw Resistance per ASTM C666-Modified	N/A (min cycles @ relative Pc=70%)
Coefficient Permeability (cm/sec) per ASTM D2434	
@17 kpa (2.5 psi)	1.3 x 10 <sup>-3</sup>
@124 kpa (18 psi)	1.2 x 10 <sup>-4</sup>
Water Absorption Long term immersion As % of cast density (120) days per ASTM C796-Modified	20% max.

The cellular concrete used must be Class II.

Within 15 calendar days after execution of the contract the Contractor shall submit the following:

Manufacturer's specifications, catalog cuts, and other engineering data needed to demonstrate compliance with specified requirements. These shall include test reports by test laboratories.

Written approval of the subcontractor and equipment by the manufacturer of the cellular concrete.

The temperature of the cellular concrete mixture at the point of discharge shall not be below 45 °F (7.2 °C) nor greater than 95 °F (35 °C).

Revised 6/30/14

Equipment. Only automated proportioning mixing and placing equipment approved by the manufacturer of the cellular concrete shall be used. The batch plant scales shall be inspected and calibrated by a reputable scale servicing company. Bulk cement shall be weighed on a scale which shall operate within a tolerance of 1 1/2 percent of the weight of the cement per batch. The plant shall be equipped with an automatic batch counter and automatic timer to account for the foam in the mixer.

### Construction Requirements

Prior to installation. The ground surface shall be cleared of debris, sharp objects and trees. Tree stumps shall be either removed or cut to the level of the ground surface. All wheel tracks or ruts in excess of 3 inches (76 mm) in depth shall be graded smooth or otherwise filled with soil to provide a reasonable smooth surface.

If required in the plans, a geotechnical fabric for ground stabilization shall be placed according to Section 210 of the Standard Specifications.

If a geomembrane liner is required in the plans, this work shall be done according to the special provision for "Geomembrane Impermeable Liner."

If any items are to be enclosed in the fill, the items shall be set to the final location both horizontally and vertically prior to installation of the cellular concrete.

There shall be no standing water in the area to be filled. If necessary, dewatering shall be continuous during the time the cellular concrete is constructed.

The air temperature shall not be less than 35 °F (1.7 °C) at the time of placement.

Cellular concrete shall not be placed during periods of precipitation unless placed in an enclosed, covered area.

Installation. The cellular concrete shall be placed in accordance with the installation procedures provided by the manufacturer of the cellular concrete. After mixing, it shall be promptly placed in the final location, and in a manner to prevent segregation. Each lift of the Class II Cellular Concrete shall be placed to a maximum depth of 4 ft (1.2 m) and Class IV Cellular Concrete shall be placed to a maximum depth of 2 ft (0.6 m). Intermediate lifts may be placed horizontal. Only the top lift shall be sloped to grade.

The cellular concrete shall be placed using a hose. It will not be allowed to flow more than 10 feet from where it is deposited to its final position.

The final surface elevation of the cellular concrete shall be within 0.1 ± ft (30 ± mm) of the plan elevation.

Revised 6/30/14

The final surface of the cellular concrete shall be covered with a bituminous prime coat meeting the requirements of Article 1032 of the Standard Specifications at a rate of 0.05 to 0.10 gal/sq yd (0.2 to 0.5 L/sq m). The prime coat will not be paid for separately but shall be included in the contract unit price for the cellular concrete. The Engineer may waive the requirement for the prime coat based on design and project requirements.

Testing. During placement of the initial batches, the density shall be checked and adjustments made to obtain the specified cast density at the point of placement. Density of the mix shall only be adjusted by increasing or decreasing the foam.

Eight strength test specimens will be required for the first four testing locations and a minimum of four strength test specimens thereafter. Specimens shall be obtained for each 300 cu yd (230 cu m) of engineered fill placed or for each four hours of placement. The contractor shall supply EPS (expanded polystyrene) four cell molds with EPS tops for 3 in. x 6 in. (75 mm x 150 mm) test specimens. The cylinders will be protected from vandalism or environmental extremes by the use of a cure box in the field. This box will be provided by the contractor.

The specimens shall be tested by the Department in accordance with ASTM C495, except that they shall be removed from the EPS molds and air dried at a temperature of  $70 \pm 10$  °F ( $21.1 \pm 5.5$  °C) and a relative humidity of  $50 \pm 30\%$  for three days prior to strength testing.

Additional specimens shall be tested to monitor the compressive strength. The last 2 specimens from each series should be tested at 28 days. The manufacturer may require special handling and testing techniques of the engineered fill.

Density tests shall be completed at a minimum rate of one per hour of placement. Additional tests shall be done if adjustments are made to the materials. These tests shall be documented.

Loading. Construction activities may be resumed on the material upon approval by the Engineer when a penetration rate of 1.5 in/blow (38 mm/blow) or less has been obtained with the Dynamic Cone Penetration (DCP) test as described in the Manual of Test Procedures/Geotech Manual.

#### Method of Measurement.

Contract quantity. When the project is constructed essentially to the lines, grades or dimensions shown on the plans and the Contractor and the Engineer have agreed in writing the plan quantities are accurate, no further measurement will be required. Payment will be made for the quantities shown in the contract for the various items involved except that if errors are discovered after work has been started, appropriate adjustments will be made.

When the plans have been altered or when disagreement exists between the Contractor and the Engineer as to the accuracy of the plan quantities, either party shall, before any work is started which would affect the measurement, have the right to request in writing and thereby cause the quantities involved to be measured as hereinafter specified.

Revised 6/30/14

Measured Quantities. Lightweight Cellular Concrete Fill will be measured in its final position and the volume in cubic yards (cubic meters) computed by method of average end areas. The dimensions used in calculating the average end areas shall not exceed the neat lines shown in the plans unless ordered in writing by the Engineer.

Basis Of Payment. This work will be paid for at the contract unit price per cubic yard (cubic meter) for LIGHTWEIGHT CELLULAR CONCRETE FILL.

### **TELESCOPING STEEL SIGN SUPPORT (SPECIAL)**

Description. This work shall consist of furnishing and installing telescoping steel sign supports for barrier wall or parapet mounted at locations shown on the plans and details in accordance with the applicable portions of Section 728 of the Standard Specifications except as otherwise specified on the plans.

Installation Methods. Installation methods shall be as specified in the plans.

Method of Measurement. This work will be measured for payment in feet (meters). The length measured will be the total length of all sections installed. All mounting hardware and appurtenances are included in the work and will not be measured separately for payment.

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for TELESCOPING STEEL SIGN SUPPORT (SPECIAL), which price shall include all equipment, materials and labor required to complete the installation the sign supports.

### **GENERAL ELECTRICAL REQUIREMENTS**

Effective: January 1, 2012

Add the following to Article 801 of the Standard Specifications:

“Maintenance transfer and Preconstruction Inspection:

General. Before performing any excavation, removal, or installation work (electrical or otherwise) at the site, the Contractor shall request a maintenance transfer and preconstruction site inspection, to be held in the presence of the Engineer and a representative of the party or parties responsible for maintenance of any lighting and/or traffic control systems which may be affected by the work. The request for the maintenance transfer and preconstruction inspection shall be made no less than seven (7) calendar days prior to the desired inspection date. The maintenance transfer and preconstruction inspection shall:

Establish the procedures for formal transfer of maintenance responsibility required for the construction period.

Revised 6/30/14



### Basis of Payment

This item shall be paid for at the contract lump sum price for ATMS SYSTEM INTEGRATION, which price shall be payment in full for the work described for a complete seamless integration of the new loop detector stations into the existing IDOT ATMS System. Acceptance shall be granted after integration and after passing an acceptance test proposed by the Subcontractor, and agreed upon by the Engineer.

### **REMOVE AND REINSTALL CAMERA POLE**

**Description:** This work will consist of the removing, storing, protecting and reinstalling an existing CCTV camera 100 foot pole with cameras on an existing foundation as described herein, as shown on the plans, and as directed by the Engineer.

This work shall also include protecting the existing camera pole and cameras from damage during the entire removal/transportation/storage/reinstallation process.

The existing foundation shall be protected from damage from the time the camera pole is removed until such time that the camera pole is reinstalled on the same existing foundation and accepted by IDOT.

**General Requirements.** General requirements must be in accordance with Section 801 of the Standard Specifications, except as herein modified.

**Removal:** The existing camera pole shall be removed from the existing foundation completely without disassembling the individual pole sections. The pole sections shall not be disconnected or separated at any time during this work. Removal will include all incidental work and items associated with the camera pole, cameras and camera lowering system as directed by IDOT.

The Contractor shall submit detailed documents to IDOT describing the procedures for removing, transporting to the storage site(s), storing and protecting the pole and cameras for review and approval by IDOT two weeks prior to beginning any removal work.

No removal work shall be permitted without approval from the Engineer. Prior to removal, the pole and all its components will be inspected by the Engineer and the Contractor to establish the existing condition of the equipment. Any parts found to be damaged or defective shall be identified and documented prior to removal.

The camera pole, cameras, bracket arms and all associated hardware and appurtenances shall be removed and stored. The pole and associated equipment shall be loaded onto a flatbed truck and transported to a storage site of the contractor's choosing. Wood blocking, banding, or other appurtenant items required for proper stacking and to protect all surfaces from being damaged in any way during transportation to and from the storage site shall be included.

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The cameras shall be disconnected and removed from the pole, boxed in new containers, approved by the Engineer, and delivered to a heated indoor storage site of the contractor's choosing with approval by IDOT.

All data and power cables must be disconnected, coiled and protected for reconnection. Approved cable boots shall be installed on all cable ends to protect them from damage.

**Installation.** Installation of the pole must be in accordance with Articles 835.04 of the Standard Specifications.

The existing camera power and data cables shall be preserved and reconnected. If the existing cables are damaged during the removal or reinstallation operations, the contractor shall replace them at no additional cost.

When a conduit or duct extension is required, the conduit and/or duct may be spiced and a new span of cable installed. The Engineer will inspect all conduit/duct splices before backfilling.

The space between the top of the foundation and the base plate of the pole shall be enclosed to prevent entry of rodents in the manner approved by the Engineer.

All components removed from the pole, prior to transportation, will be re-installed onto the pole for a completely functional system. The Contractor shall ensure that the cameras are properly weight balanced and plumb. The Contractor shall provide all camera weights and/or counterweights as necessary to assure that the alignment of pins and connectors are proper for the camera support to be raised into position without binding.

After the pole and camera system has been installed and with the Engineer present at the time of testing, the Contractor shall test the camera lowering and latching systems to verify that they function properly.

The camera pole and all its components will be inspected by the Engineer and the Contractor after reinstallation. Any damage resulting from the removal, transportation, storage and/or reinstallation of the pole, cameras and associated hardware, shall be repaired or replaced in kind to the satisfaction of the Engineer at no additional cost. The Engineer will be the sole judge to determine the extent of damage and the suitability of repair and/or replacement.

**Method of Measurement:** Units will be measured for payment as each on a per pole basis, regardless of pole material, mounting height, the number and type of cameras and other appurtenant items attached thereto.

**Basis of Payment.** This work will be paid for at the contract unit price each for REMOVE AND REINSTALL CAMERA POLE, which will be payment in full for all labor, equipment and materials, including all incidental work necessary to complete the work required for a fully functional CCTV camera system and pole.

Revised 6/30/14

## **RELOCATE EXISTING CONDUIT AND CABLES**

### Description

This work shall consist of salvaging and relocating existing conduit where noted in the plans. The conduits are planned to be installed under Contract 60W29. The existing conduit shall be removed as necessary to allow re-installation through a new retaining wall, at the elevation specified in the plans. Existing cables in the conduit shall be removed from the existing conduit, coiling in the nearest junction box, hand hole, or cabinet, and reinstalled in the relocated conduit.

### General

Where new construction of retaining walls requires relocation of existing conduit to go through the wall, a sleeve is proposed to be provided in the wall at an elevation specified in the plans. The conduit shall be reinstalled using the sleeve located in the wall to pass through the wall.

The existing cables will be removed from the existing conduit and pulled back to the nearest junction box, hand hole, or cabinet unaffected by new construction and shall remain and coiled for reuse.

Typical cables to be removed and reinstalled are energized power cables and copper telephone/communication cables. Existing power service cable shall be de-energized prior to removal and reinstallation.

The cable shall be protected during this entire process and any damage to the cable will be replaced in-kind at no additional expense.

The existing hand hole located at the base of the wall shall be relocated to intercept the reinstalled conduit at the new ground elevation.

If additional conduit is needed to meet the new handhole location and to attain the specified elevation, additional conduit will be paid for separately.

Method of Measurement: This work will be measured per foot of conduit removed, salvaged and reinstalled and existing cables removed, coiled and stored in the nearest junction box and installed to the new handhole location.

### Basis of Payment

This work will be paid for at the contract unit price per foot for RELOCATE EXISTING CONDUIT AND CABLES which price shall include all necessary labor, equipment, and materials to remove, salvage and reinstall conduit. Any additional conduit required to be installed will be paid for as UNDERGROUND CONDUIT, PVC, 2" DIA.

Revised 6/30/14

### **PROTECTION ABOVE CTA TUNNELS**

In addition to the requirements included within the CTA FLAGGING AND COORDINATION special provision, the Contractor shall install a fence that will restrict all construction vehicles from entering the area above the CTA tunnels unless authorized. The fence shall act as a visual barrier for operators to avoid the area above the tunnels unless specific authorization is received from the CTA as outlined within CTA FLAGGING AND COORDINATION. The fence shall be installed in coordination with the CTA and their requirements. The costs associated with the installation, maintenance and removal of any fence installed at the limit of the CTA tunnel shall be included in the staging costs borne by the Contractor. No additional costs shall be paid for this effort.

### **NON-SPECIAL WASTE DISPOSAL CERTIFICATION**

The Department or its authorized representative will certify and sign any required transportation documentation for non-special waste as the generator of pre-existing non-special waste for this project.

Added 6/30/14